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SOURCE   Informativni prirucnik o Jugoslaviji, Book 2, Sec 4-6, 1952.

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INLAND WATER TRANSPORTATION IN YUGOSLAVIA IN 1951

/The following report, based on an article in Informativni prirucnik o Jugoslaviji (Information Handbook on Yugoslavia), which has been issued in sections since late 1948 by the Yugoslav Directorate for Information\

Current statistics on this subject are published each month in Indeks, mesecni pregled privredne statistike FNR Jugoslavije (Index, Monthly Survey of Economic Statistics of Yugoslavia), which is issued with an English index to terms and headings./

Yugoslav State River Shipping (Jugoslovensko drzavno recno brodarstvo) successfully carried out its 1951 tasks in transporting cargo and passengers, despite the many obstacles created by the USSR and the other Satellites.

Yugoslav vessels are the only river transport link between Germany (Regensburg) and the Soviet Zone of Austria, since German and Austrian vessels do not cross from the American Zone into the Soviet Zone and vice versa. For the first time since the liberation, Yugoslav State River Shipping has established a regular express-run schedule with two motor cargo vessels operating on the Belgrade-Regensburg-Belgrade line. The trip takes 30 days, including cargo loading and unloading time.

The fulfillment of the 1950 and 1951 transportation plans of the Yugoslav State River Shipping and of the Shipping and Dredging Enterprise (Bagersko-brodarsko preduzece) was as follows:

Yugoslav State River Shipping

	Passengers	Cargo (tons)	Millions of Ton-Kilometers
1950	1,746,000	1,141,000	471
1951	2,580,000	1,162,000	578

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Shipping and Dredging Enterprise

	Cargo (tons)	Millions of Ton-Kilometers
1950	2,000,000	54
1951	2,229,000	59.3

The increased output of Yugoslav State River Shipping resulted mainly from an increase in trade with West Germany through Regensburg.

The operations of Yugoslav State River Shipping in 1951 would have been even more successful had it not been for the low water levels in the upper reaches of the Danube, calling for transloading of barges and unnecessary demurrage of craft. In addition, cargo was not available in sufficient quantities for return trips so that barges often returned empty.

The agencies for auxiliary activities in inland water transportation also fulfilled their production plans successfully.

The shipyards carried out the following in 1951:

Reconditioned and relaunched salvaged craft as follows: three steam tugs with a total power of 1,200 horsepower, three landing craft and a floating dock for the Yugoslav Navy, a 40-cubic-meter-per-hour dredge for the "Lonja" Enterprise in Croatia, and 13 cargo vessels (barges) with a total capacity of 6,373 tons.

Constructed a new 300-meter-long pontoon bridge, a floating Cultural Center for workers in inland water transportation, two floating repair shops, a conveyer, and 48 ferries for cross-river transportation.

Carried out major repairs on 25 vessels totaling 7,150 horsepower, 9 dredges with a capacity of 1,210 cubic meters per hour, 6 cranes with a capacity of 1,875 tons, and an elevator with a capacity of 110 cubic meters per hour.

Carried out 296 repairs on inland water transportation craft.

In 1951, the Shipping and Dredging Enterprise dredged 1,200,000 cubic meters of gravel, 1,278,000 cubic meters of sand, and 25,000 cubic meters of stone.

To maintain navigability, an additional 446,641 cubic meters of material were dredged from shallow waters and 5,500 tons of scrap iron were collected or salvaged from the water, cut, and delivered to foundries for reuse.

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